

Working with EASA

Overview & Update

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Outline

- **Overview of EASA**
- **Bilateral “Environment” – current & future**
- **Policies & Procedures**
- **Keys to Success**



EASA Overview

- Operational since September 28, 2003
- Works on behalf of the 25 Member States of the European Union (EU)
- Aircraft certification responsibilities are split among European Commission (EC), EASA, & Member States
 - Design approvals & ADs are exclusively EASA's responsibility

See EASA's web at <http://www.easa.eu.int>

Aircraft Certification Responsibilities

	<u>EC</u>	<u>EASA</u>	<u>Member State</u> <u>NAAs</u>
Rulemaking	Issues– - Implementing rules (e.g., Part 21) - Exemptions to implementing rules	Issues– - Airworthiness Codes (e.g., Part 25), AMC, & GM - Deviations. Special Conditions, & ESF	
Standardization		Conducts– - Internal (EASA) quality activities - Accreditation & standardization activities of NAAs	
Certification		Issues– - Design approvals - Design changes - DOAs - ADs - POAs outside EU	Issues– - POAs within national boundaries - CofA for aircraft on its registry

Status of EASA's Organization

- **Staffing targets:**

End of CY	Staff
2003	31
2004	100
2005	200
2006	328

- Shifting program management from NAAs to EASA headquarters
- Preparing to assume responsibility for safety regulation of air operations & flight crew licensing (2007)

Today's Bilateral Environment

- **Current BASA IPAs & BAAs**

- Remain in effect until replaced by an agreement between the U.S. & EU
- EU bilateral partners have notified us through “diplomatic notes” that—
 - EASA is their executive agent for all design approvals & continued airworthiness matters
 - All decision making & issue resolution on design approvals now resides with EASA, not the NAAs
- NAAs continue to be responsible for production & airworthiness certification



Today's Bilateral Environment

- **FAA & EASA have different legal constraints with respect to existing IPAs**
 - EASA could accept an application under the most liberal IPA
 - However, the FAA must stay within the scope of the applicable IPA

Example: A U.S. company wants its STC installed on an French aircraft that was validated by EASA. We are not the State of Design for the aircraft.

- EASA could accept the application since it is within the scope of an IPA with the US, the US – UK BASA IPA
- However, (1) The FAA must abide by the US-France IPA, and (2) This application is outside the scope of that IPA, and so, (3) The FAA cannot forward the application

Status of Bilateral Agreement with EU

- **Technical assessments & agreement negotiations are ongoing**
- **EC seeking conclusion of technical negotiations for agreement, including Implementation Procedures, by June 2006**
- **Legal review, translation into 19 official languages & ratification in Europe would follow**

Status of Bilateral Agreement with EU

- **Format**

- Europe proposed & U.S. accepted a three-tier approach
 - A framework agreement & short appendix approved through a “co-decision” * procedure
 - Details comparable to current IPA would be in third level document between FAA & EASA

* European Parliament & the Council of Ministers deciding together on a European Commission proposal.

Tomorrow's Bilateral Environment ??

- **Streamlined approach to the acceptance of after-market approvals**
 - Full scope with no State of Design restrictions
- **EASA participation in FAA ISO audits & standardization activities (& vice versa)**
- **Maximum reliance on EASA (not NAA) & FAA systems**
 - E.g., acceptance of repair data without further investigation

Tomorrow's Bilateral Environment ??

- **Memorandum of Cooperation (MOC) proposed for certain products**
 - To provide safety oversight of those products excluded from EASA oversight (i.e., Annex 2 aircraft & any others)
 - Primarily for COS
 - Exploring potential MOCs with Austria, Germany, Italy, Czech Republic, Poland, & UK
- **All other products & activities are covered under U.S./EU bilateral**

Procedures for Working with EASA

- **FAA Order 8100.14A published September 2005**
 - “Interim Procedures for Working with the European Community on Airworthiness Certification & Continued Airworthiness”
 - Updated to reflect—
 - Validation procedures
 - Repair data
 - Current contact information
 - Should provide answers to most questions related to EASA
- **EASA’s procedures may change in the future**
 - Contact AIR-40 if a request from EASA conflicts with this Order



EASA Application Process

- **Applicant Responsibilities**
 - Coordinate with ACO
 - Consult FAA guidance material
 - Payments
- **ACO Responsibilities**
 - Review application
 - E-mail or fax application cover letter
 - Provide specific remarks (e.g., basic/non-basic, AFM approval required, Approved Model List)

EASA Application Process (cont.)

- **EASA Programmes Department Responsibilities**
 - Receives ACO notification via e-mail or fax
 - Establishes project number & assigns work
 - Notifies applicant of POC for subsequent communications

Type/Post-Type Validation Procedures

- **FAA & EASA agreed (Oct 2004) to new type validation & post-type validation principles**
- **This agreement was implemented in–**
 - FAA Order 8110.52 on April 29, 2005; &
 - EASA Certification Policy Memorandum on June 1, 2005
- **Applies to all TC, amended TC, & STC projects**
- **Formal FAA training on this Order began in September 2005**

Keys to Success

- **Understanding & following FAA directives**
 - Order 8100.14A
 - Order 8110.52
- **Supporting U.S. industry**
 - Enforcing bilaterals' scope & TVP/PTVP
 - **Be assertive** regarding issues with applications & validations
- **Since an NAA may conduct certification tasks under the control & responsibility of EASA,**
 - Working with that NAA when conveying technical info; but
 - Working with EASA to resolve an issue/conflict
- **Including AIR-40 early for help in resolving issues**



Any questions?



Back-up Slides for FAQ



EU at a Glance

BASA IPA or BAA w/ U.S?	EU Members	Future EU Members (2007)	Candidate or Potential Candidate EU Members
Yes	Austria, Belgium, Czech Republic, Denmark, Finland, France, Germany, Italy, Netherlands, Poland, Spain, Sweden, & UK	Romania	
No	Cyprus, Estonia, Greece, Hungary, Ireland, Latvia, Lithuania, Luxembourg, Malta, Portugal, Slovakia, & Slovenia	Bulgaria	Albania, Bosnia & Herzegovina, Croatia, Macedonia, Montenegro, Serbia, & Turkey